

Christchurch International

IATA/ICAO CODE: CHC/NZCH
 CITY: Christchurch
 COUNTRY: New Zealand

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:	Andy Lester	Ford Robertson
Title:	General Manager Services & Operations	Quality and Security Manager
Airport:	Christchurch International	Christchurch International
Address:	P.O. Box 14-001 Christchurch, New Zealand	P.O. Box 14-001 Christchurch, New Zealand
Phone:	+64 335 7780	+64 353 7713
Fax:	+64 335 37730	+64 353 7730
Email:	andy.lester@cial.co.nz	ford.robertson@cial.co.nz
Airport Web Site:	www.christchurch-airport.co.nz	

ELEVATION: 123 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
02/20	10787	-	3	148
11/29	5711	-	-	148

NOISE ABATEMENT PROCEDURES

AIP New Zealand NZCH AD 21.1 states that there are no published noise abatement procedures for this airport. A Preferential use of runways as shown below is the only noise abatement method in use.

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Unrestricted operation of both 02/20 and 11/29. 02/20 is the preferred runway from a noise point of view, as both approaches and departures are over rural areas.

The approach to runway 29 and the departure from runway 11 is over the city. As a practice, aircraft do not takeoff on runway 11 unless wind strength and direction requires it, which is almost never.

During still conditions runway 11 is not used except for landing. Operations on runway 29 are only required for about 8% of total flights per annum.

Aircraft up to 767 size can use 11/29 for takeoff and landing. 747 size aircraft are restricted to 02/20.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

A by-law restricts the ground running of aircraft engines between the hours of 2300 and 0600 local unless the testing is necessary to provide an urgent scheduled flight. In practice this means that testing is done if the aircraft is scheduled out of the airport for an early morning departure. A report must be provided to CIAL whenever such night testing is undertaken. A cumulative noise averaging procedure is about to be put in place for ground running to assess impact of noise on nearby communities.

APU OPERATING RESTRICTIONS - [NONE](#)NOISE BUDGET RESTRICTIONS - [NONE](#)NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	2005	Now residential dwelling prohibited within Ldn 65 dBA noise contours Residential zoning discouraged within Ldn 50 dBA contours
Real Estate/Property Disclosure Laws	-	Predicted noise contours shown on city planning maps.
Acquire Land for Noise Compatibility to date	1990	Land in proximity to High Power Ground running location has been purchased
Population within each noise contour level relative to aircraft operations	-	unknown
Airport Noise Contour Overlay Maps	-	Predicted Ldn 50 dBA to Ldn65 dBA Contours are shown on local planning maps.
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	None

NOISE MONITORING SYSTEM

Annual monitoring of aircraft noise is undertaken for local authority compliance purposes.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Airports in NZ must have two noise boundaries specified, an inner boundary containing 65 dBA LDN level, and an outer boundary containing 55 dBA LDN. These requirements are specified in the City District Plan.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are banned from operating at airports in New Zealand as of April 1, 2002. See informaton under Comments.

STAGE 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in New Zealand must comply with Stage 3. See information under Comments.

STAGE 3 RESTRICTIONS - [NONE](#)

COMMENTS

This airport is located in a country which has a Stage 2 phase-out. In addition this country has regulations on aircraft sonic boom:

Part 91 Subpart J - Operating Noise Limits

98.801 Applicability

This Subpart prescribes operating noise limits that apply to the operation of civil aircraft in New Zealand.

91.803 Noise Level Compliance

No person shall operate a subsonic turbo-jet of more than 34,004 kg MCTOW to or from any aerodrome within New Zealand after 31 March 2002 unless that aircraft has been -

- (1) certificated under Part 36 to Stage 3 noise levels prescribed in that Part; or
- (2) certificated by another State to the equivalent specification for Stage 3 noise levels that is acceptable to the Director.

Part 91 91.805 Aircraft Sonic Boom

- (a) No person shall operate an aircraft at Mach number greater than 1 unless approved by the Director and in compliance with any conditions and limitations specified in the approval.
- (b) No person shall operate an aircraft for which the maximum operating speed exceeds a Mach number of 1, unless information available to the pilot-in-command includes flight limitations that ensure that flights entering or leaving New Zealand will not cause a sonic boom to reach the surface within New Zealand.
- (c) Each pilot-in-command of an aircraft for which the maximum operating speed exceeds a Mach number of 1 shall comply with the flight limitations prescribed in paragraph (b).

